

CENTRAL INTELLIGENCE AGENCY

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(LISTED BELOW) 1 (map sketch)

SUPPLEMENT TO  
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1. Main runway No. 22 (see attachment) is being lengthened from its present length of 1,900 meters to 2,300 meters. To make space for the runway the highway from Prague to Slany (M51/ F 50) is being rerouted to the north. The work on the new road was started in 1949 and, judging by the progress achieved so far, it seems unlikely that it will be finished this year. A new, large hangar has been under construction for the past two years. Supposedly it will shelter four-engine aircraft. A workshop and an administrative building adjacent to the hangar are also being built. The row of sodium lights for runway No. 22 was shifted in April 1952 in the direction of the projected addition to the runway. No other construction work is in progress on the airfield. 25
2. Gasoline for aircraft is supplied by Benzinol, National Corporation, by rail tank cars to the Stredoklanky (M51/ I 69) station and there the tanks are shifted onto trailer trucks which take them to the airfield. There the gasoline is pumped into underground fuel tanks located between hangars No. 1 and 2. <sup>1</sup> Gas trucks are used for refueling aircraft. 25
3. Ruzyne airfield has no anti-aircraft defense and no radar equipment. The airfield is equipped with SBA and SCS-41 apparatus and has two beacons at a distance of 4.5 kilometers and 2 kilometers respectively from the beginning of runway No. 22, which is the only runway used for landing with aids. For communication with aircraft in flight the airfield has two radiogoniometers of 333 Kc/s and 322 Kc/s frequency and one middle-wave and one long wave ALCOCK. The Bratislava airfield is equipped in the same way as Ruzyne airfield. Brno airfield has an SBA apparatus and a radiogoniometer of 333 Kc/s. The other civil airfields have only radiogoniometers of 333 Kc/s.
4. Ruzyne airfield has a fence on its eastern side only. The fence runs alongside the Prague-Slany highway. During the day the area of the hangars is guarded by about 20 guards who are permanent Czechoslovak Airlines (Ceskoslovenske Aerolinie) (CSA) employees, and by members of the People's Militia (Lidova milice). The People's Militia is recruited from the approximately 1,000 men employed at the airfield. During the night the area of the hangars, parked planes, and southern approaches to the airfield

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are guarded by guards armed with pistols and rifles. The guards patrol in twos; strictest guard is on the parked planes.

5. Since about 15 May 1952 four searchlights serviced by 10 soldiers have been in place at the airport. The searchlights are installed at about 200 meters distance from the beginning of runways No. 22 and 26. Every night at about 9 p.m. the searchlights are switched on for five to ten minutes and the two runways are lighted. The soldiers stay on duty all night. During the day they sleep in a near-by military truck.
6. The Ruzyně Central Weather Station works up synoptic charts and weather reports for the use of civilian and military airports and for the State Meteorological Institute which in turn passes the weather reports and forecasts to the Czechoslovak Broadcasting Corporation. Military weather stations complete the synoptic charts for their own use with details reported by their own observatories. Half of the personnel of the Ruzyně weather station are civilian and half military. Among the military personnel are 10 women NCOs who are employed as radio operators and who started their duties in April 1952.
7. High-altitude air measurements are conducted in a primitive manner by "piloting". A small experimental balloon is released and observed at various altitudes. The balloon carries no instruments and serves only for finding out wind directions.
8. Experiments with artificial rain were conducted in the area of Ruzyně airfield in May and June 1951. The Ruzyně weather station cooperated in the experiments. The experiments were made in cloudy weather, altostratus 7/8 to 8/8. An undetermined chemical compound in powder form was dispersed from a Storch (Jag) aircraft while flying through clouds. Results were completely negative. No further attempts have been made.
9. The CSA have the following aircraft at their disposal: DC-3: about 20 to 25 planes; Il-12: ten planes (eight are in service, two are under repair); Si-204: two planes (these are used only for training); Li-2: one plane. The DC-3 planes are in poor condition. Heavy demands are made on their service. They have to be repaired after each flight. There are few spare parts available for them, especially for their engines.
  - a. The CSA expect a delivery of ten Li-2; one of these was delivered on 31 May 1952, but this can not be put into immediate normal service because it is not equipped with the landing instruments used in Czechoslovakia. The remaining planes were to be delivered by the end of June 1952.
  - b. DC-3 planes make homeflights; an Il-12 is used occasionally for flights to Bratislava if there are too many passengers, but it cannot be used for any other home flight, because it needs a concrete runway for landing. Foreign flights are made by both DC-3 and Il-12 planes.
10. There is a small Air Force training detachment stationed at the airfield. It consists of about 20 officers and NCOs. It is equipped with one JU-52, three Si-204, three or four Aero-45, three Storch, one Sokol, and one Zlin-181 aircraft. The JU-52 is used for pre-military parachute training of members of the Sokol organization. There is weekly practice. Apart from this training the detachment serves to transport various minor government officials. Members of the government and other highly placed personalities are transported by army planes from Kbely airfield.

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11. The Ministry of Agriculture has stationed at Ruzyně airfield 12 to 15 Storch planes. These are used supposedly for dispersion of fertilizers and for annihilation of Colorado beetles. The fight against the Colorado beetle was started in 1951 by 12 Soviet Polikarpov (Po-2) aircraft.
12. No jet planes use Ruzyně airfield.
13. All civil air traffic is under the control of CSA. Various former private lines and aircubs have been abolished or incorporated into a new organization called Dobrovolny svaz lidreho letactvi (Dosllet) (Voluntary Association for Popular Flying). Dosllet is a branch of the Czechoslovak Youth Association (Ceskoslovensky svaz mladeze) (CSM) and is open only to youth of working class origin.
14. CSA run the following foreign service flights:
  - Prague-Copenhagen-Stockholm-Helsinki, three times weekly
  - Prague-Warsaw, three times weekly
  - Prague-Budapest, three times weekly
  - Prague-Budapest-Bucharest, three times weekly
  - Prague-Budapest-Bucharest-Sofia, three times weekly
  - Prague-Berlin, twice weekly.
15. Foreign airlines run the following services:
  - SWR (Swiss airlines) Zurich-Prague, three times weekly
  - SAB (Belgian airlines) Brussels-Prague, three times weekly
  - KLM (Dutch airlines) Amsterdam-Prague, three times weekly
  - AEROFLOT (Soviet airlines) Moscow-Kiev-Prague, two or three flights daily
  - LOT (Polish airlines) Warsaw-Prague, three or four flights weekly
  - MABSO (Bulgarian-Soviet airlines) Sofia-Bucharest-Budapest-Prague, three times weekly
  - MARS (Rumanian-Soviet airlines) Bucharest-Prague, three times weekly
  - MAS (Hungarian-Soviet airlines) Budapest-Prague, three times weekly
16. There is heavy passenger traffic on home flights; foreign flights have usually two to five passengers, otherwise carrying mainly mail.
17. Strong security measures are taken to prevent passengers from escaping abroad. Every flight, even a scheduled one, has to be approved 24 hours before it takes place by the military air force unit in Kbely. Passengers must book the trip in advance and their political reliability is checked before they are issued a ticket. Flights abroad have to have high authorization before they are permitted. Every home flight is controlled by an SAB member who usually sits at the back of the passenger cabin. Foreign flights are serviced by especially reliable crews. Aircraft are controlled on their flights by radar stations located in Mariánské Lázně (EKO/P 56) and possibly in the Ceske Budejovice (049/Q 96) area as well.
18. Two permanent representatives of Aeroflot (Soviet airlines) are attached to Ruzyně airfield. (fnu) Petrov is an administrative official and Ing. (fnu) Kulicev is a technical assistant. According to a well placed informant CSA will be reorganized on the Aeroflot pattern. For this purpose the head of Aeroflot foreign services, (fnu) Danilicev, (sic) and another Russian official came to Prague in May 1952. They have been in direct contact with the general manager of CSA, (fnu) Horn, a Communist member of parliament. The conferences are supposed to last till the end of July 1952.

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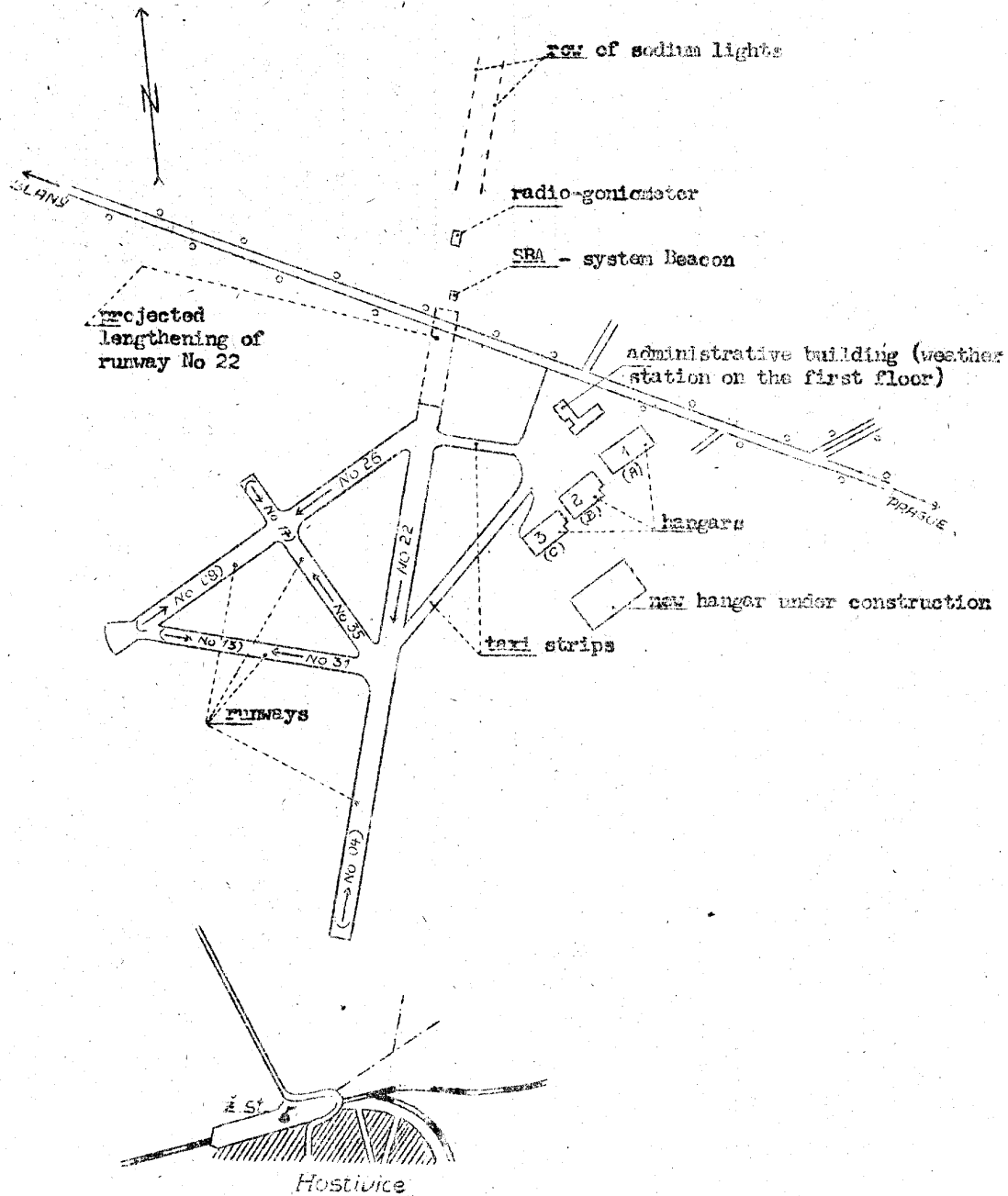
[redacted] fuel was brought to the field by trucks loaded at the Ruzyn railroad station, and the fuel was stored in an underground storage tank located under Hangar #1.

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ATTACHMENT 1

Scale : 1:18,500 (approx.)

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